Grain Transportation Report

A weekly publication of the
Transportation and Marketing Programs/Transportation Services Branch
www.ams.usda.gov/tmdtsb/grain

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Contents

The next release is Mar. 16 ’06

Mar. 14, '06	Illinois Grain Operations Conference	Bloomington, IL	217-787-2417
Mar. 14, '06	Northern Specialty Soybean Conference	St. Cloud, MN	701-231-7736
Mar. 14-16, '06	Inland Waterways Navigation Conference	Memphis, TN	859-292-2449
Mar. 15, '06	Northern Specialty Soybean Conference	Marshall, MN	701-231-7736
Mar. 20-21, '06	Short Sea Shipping Conference	Orlando, FL	760-294-5563
Mar. 22-23, '06	Nebraska Grain and Feed Association Professional Hedging Workshop	Grand Island, NE	402-476-6174
Mar. 31-Apr. 1, '06	IAOM Wheat State and Central Districts Meetings	Manhattan, KS	785-532-4063
Apr. 3-4, '06	National Industrial Transportation League 3rd Annual Spring Transportation Forum	Arlington, VA	703-524-5011
Apr. 10-11, '06	2nd Annual China Trade & Logistics Conference	Savannah, GA	760-294-5563
Apr. 11-12, '06	Bridging the Maritime Gap Seminar	Houston, TX	979-249-5741
Apr. 17-18, '06	Kansas Grain & Feed 2006 110th Annual Meeting	Wichita, KS	785-234-0461
Apr. 19-21, '06	Inland Rivers, Ports and Terminals, Annual Conference	New Orleans, LA	504-585-0715
Apr. 22-25, '06	TGFA Southwest Grain & Feed 108th Annual Conference & Expo	San Antonio, TX	817-336-7875
Apr. 23-25, '06	American Short Line & Regional Railroad Association Annual Convention	Orlando, FL	202-628-4500
Apr. 26-28, '06	Greater New Orleans Barge Fleeting Association 2006 River and Marine Industry Seminar	New Orleans, LA	985-783-6605
Apr. 26-29, '06	California Grain & Feed Association Annual Convention	San Diego, CA	916-441-2272
May 3-5, '06	North American Rail Shippers Association Annual Meeting	Chicago, IL	972-690-4740
May 4-5, '06	US Grain and Oilseed Transportation Seminar	Memphis, TN	901-766-4513

Grain Transportation Indicators

Table 1--Grain transport cost indicators*

Week ending	Truck	Rail**	Barge	Ocean Gulf	Ocean Pacific
03/08/06	171	20	210	161	197
Compared with last week	↑	↓	↓	↑	↑

*Indicator: Base year 2000 = 100; Weekly updates include truck = diesel ($/gallon); rail = nearby secondary rail market ($/car); barge = spot Illinois River basis (index = percent of tariff rate); and ocean = routes to Japan ($/metric ton)

**The rail indicator is not an index. It is the difference between the nearby secondary rail market bid for this week and the average bid for year 2000 (+) 100.

Source: Transportation & Marketing Programs/AMS/USDA

Table 2--Market update: U.S. origins to export position price spreads ($/bushel)

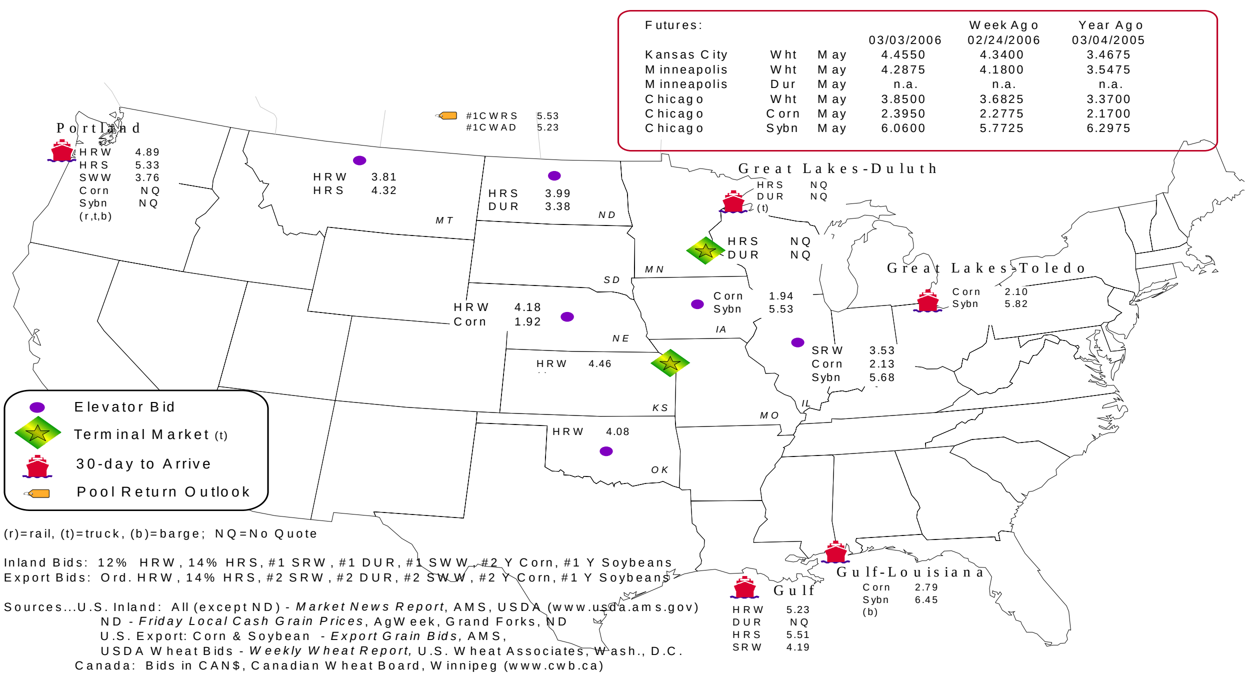
Commodity	Origin--destination	3/3/2006	2/24/2006
Corn	IL--Gulf	-0.66	-0.65
Corn	NE--Gulf	-0.87	-0.86
Soybean	IA--Gulf	-0.92	-1.00
HRW	KS--Gulf	-0.77	-0.79
HRS	ND--Portland	-1.34	-1.37

Note: nq = no quote

Source: Transportation & Marketing Programs/AMS/USDA

The **grain bid summary** illustrates the market relationships for commodities. Positive and negative adjustments in differential between terminal and futures markets, and the relationship to inland market points, are indicators of changes in fundamental market supply and demand. The map may be used to monitor market and time differentials.

Figure 1
Grain bid summary



Rail Transportation

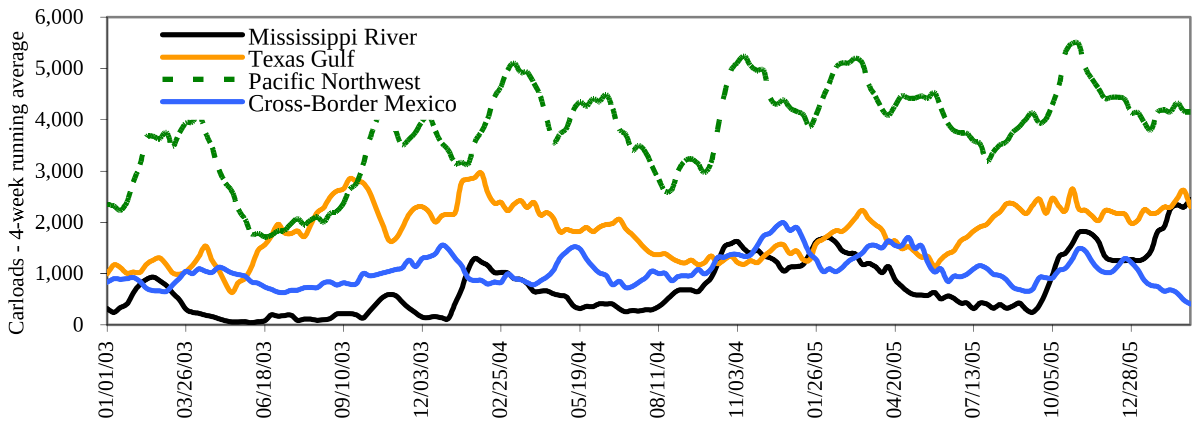
Table 3--Rail deliveries to port (carloads)*

Week ending	Mississippi Gulf***	Texas Gulf	Cross-Border Mexico****	Pacific Northwest	Atlantic & East Gulf	Total
3/01/2006[p]	2,305	1,593	18	4,269	629	8,814
2/22/2006[r]	2,500	2,518	530	3,910	560	10,018
2006 YTD	18,805	20,886	4,965	37,514	4,608	86,778
2005 YTD	13,458	15,844	11,246	41,601	4,598	86,747
2006 as % of 2005	140	132	44	90	100	100
Total 2005**	50,677	99,864	60,879	223,328	15,752	450,500
Total 2004	43,102	92,073	59,102	209,625	10,986	414,888

(*) Incomplete Data; as of 9/22/04, Cross-Border movements included; (**) Includes 53rd week; (***) Mississippi Gulf data back to January, 2004 from several new sources has been added; **(****) Cross-border Mexico data for 2004 and 2005 has been amended to reflect amendments submitted by our sources.** YTD= year-to-date; p=preliminary data; r = revised data

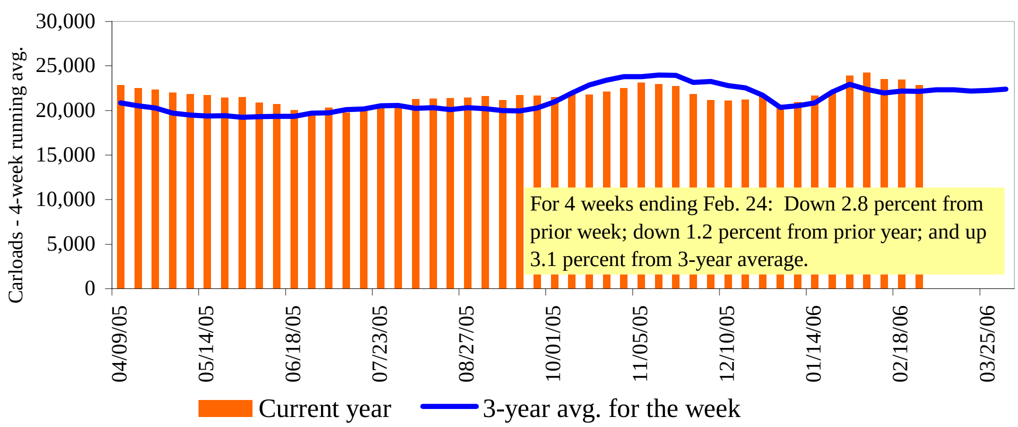
Railroads originate approximately 40 percent of U.S. grain shipments. Trends in these loadings are indicative of market conditions and expectations.

Figure 2
Rail deliveries to port



Source: Transportation & Marketing Programs/AMS/USDA

Figure 3
Total weekly U.S. grain car loadings for Class I railroads



Source: Association of American Railroads

Table 4--Class I rail carrier grain car bulletin (grain carloads originated)

	East		West			U.S. total	Canada	
Week ending	CSXT	NS	BNSF	KCS	UP		CN	CP
02/25/06	3,313	2,991	8,931	406	5,929	21,570	4,853	4,469
This week last year	2,569	3,549	9,131	637	5,778	21,664	4,905	4,356
2006 YTD	25,852	26,455	80,406	4,531	49,722	186,966	38,919	35,874
2005 YTD	25,008	27,889	77,642	5,644	47,190	183,373	36,906	33,222
Last 4 weeks as % of 2005	99.7	97.0	101.1	76.1	98.3	98.8	101.4	108.1
2006 as % of 2005	103	95	104	80	105	102	105	108
Total 2005	152,060	167,465	476,033	27,459	307,170	1,130,187	225,817	215,145

Source: Association of American Railroads (www.aar.org); YTD = year-to-date

Table 5--Rail car auction offerings*, week ending 03/04/06 ($/car)**

Delivery for:	Apr-06	May-06	Jun-06
BNSF[1]			
COT/N. grain	no offer	$4	$3
COT/S. grain	no bids	no bids	$0
UP[2]			
GCAS/Region 1	no bids	no bids	no offer
GCAS/Region 2	no bids	no bids	no offer

*Auction offerings are for single-car and unit train shipments only.

**Average premium/discount to tariff, last auction

[1]BNSF - COT = Certificate of Transportation

N includes: ID, MN, MT, ND, OR, SD, WA, WI, WY, and Manitoba, Canada.

S includes: CO, IA, IL, KS, MO, NE, OK, TX, NM, AZ, CA, UT, and NV.

[2]UP - GCAS = Grain Car Allocation System

Region 1 includes: AR, IL, LA, MO, NM, OK, TX, WI, and Duluth, MN.

Region 2 includes: CO, IA, KS, MN, NE, WY, and Kansas City and St. Joseph, MO.

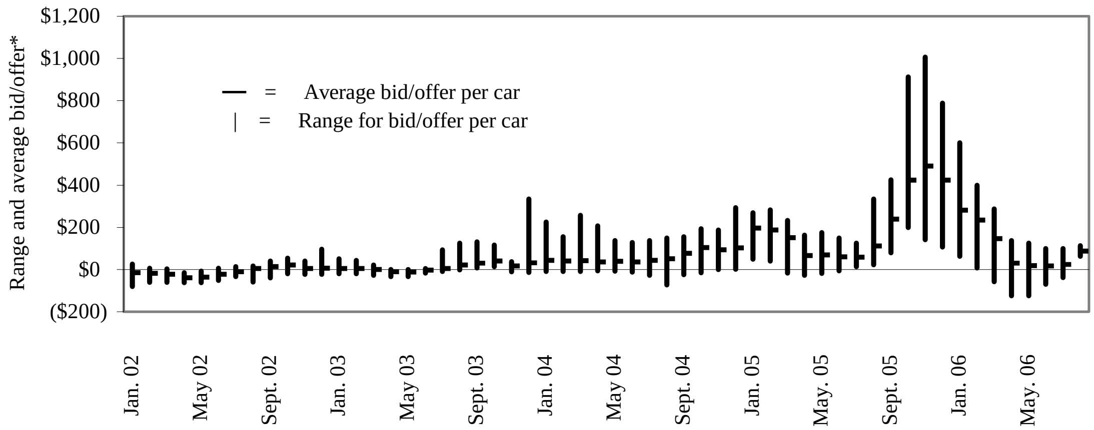
Source: Transportation & Marketing Programs/AMS/USDA

Rail service may be ordered directly from the railroad via **auction** for guaranteed service, or via tariff for nonguaranteed service, or through the secondary railcar market.

The **secondary rail market** information reflects trade values for service that was originally purchased from the railroad carrier as some form of guaranteed freight. The **auction and secondary rail** values are indicators of rail service quality and demand/supply.

Figure 4

Secondary rail car market, delivery month-year



*up to 6 months of trading

Source: Transportation & Marketing Programs/AMS/USDA

Average bid/offer is the simple average of all the weekly bids/offers over the entire period (up to 6 months) for guaranteed railcars that are traded for delivery in a particular month.

Range for bid/offer shows the range of average weekly bids/offers over the entire period (up to 6 months) for guaranteed railcars that are traded for delivery in a particular month.

Table 6--Weekly secondary rail car market, week ending 03/04/06 ($/car)*

	Delivery period			
	Apr-06	**May-06**	**Jun-06**	**Jul-06**
BNSF-GF	-$26	-$35	-$6	$23
Change from last week	-$5	-$15	$0	$0
UP-Pool	-$125	-$125	-$33	-$16
Change from last week	-$75	-$75	-$8	-$3

*Average premium/discount to tariff, $/car-last week

Note: Bids listed are market INDICATORS only & are NOT guaranteed prices,
Missing value = no bid quoted; GF = guaranteed freight; Pool = guaranteed pool

Sources: Transportation and Marketing Programs/AMS/USDA

Data from Atwood/ConAgra, Harvest States Co-op, James B. Joiner Co., Tradewest Brokerage Co.

Table 7--Tariff rail rates for unit and shuttle train shipments*

Effective date: 3/6/2006	**Origin Region**	**Destination Region**	**Rate/car**	**Rate/metric ton**	**Rate/bushel****
Unit train*					
Wheat	Chicago, IL	Albany, NY	$1,861	$20.51	$0.56
	Kansas City, MO	Galveston, TX	$2,020	$22.27	$0.61
	South Central, KS	Galveston, TX	$2,450	$27.01	$0.74
	Minneapolis, MN	Houston, TX	$2,420	$26.68	$0.73
	St. Louis, MO	Houston, TX	$2,360	$26.01	$0.71
	South Central, ND	Houston, TX	$4,149	$45.73	$1.24
	Minneapolis, MN	Portland, OR	$3,963	$43.68	$1.19
	South Central, ND	Portland, OR	$3,963	$43.68	$1.19
	Northwest, KS	Portland, OR	$4,490	$49.49	$1.35
	Chicago, IL	Richmond, VA	$2,161	$23.82	$0.65
Corn	Chicago, IL	Baton Rouge, LA	$2,610	$28.77	$0.73
	Council Bluffs, IA	Baton Rouge, LA	$2,470	$27.23	$0.69
	Kansas City, MO	Dalhart, TX	$2,365	$26.07	$0.66
	Minneapolis, MN	Portland, OR	$3,130	$34.50	$0.88
	Evansville, IN	Raleigh, NC	$1,961	$21.62	$0.55
	Columbus, OH	Raleigh, NC	$1,850	$20.39	$0.52
	Council Bluffs, IA	Stockton, CA	$3,606	$39.75	$1.01
Soybeans	Chicago, IL	Baton Rouge, LA	$2,655	$29.27	$0.80
	Council Bluffs, IA	Baton Rouge, LA	$2,515	$27.72	$0.75
	Minneapolis, MN	Portland, OR	$3,610	$39.79	$1.08
	Evansville, IN	Raleigh, NC	$1,961	$21.62	$0.59
	Chicago, IL	Raleigh, NC	$2,561	$28.23	$0.77
Shuttle Train*					
Wheat	St. Louis, MO	Houston, TX	$1,820	$20.06	$0.55
	Minneapolis, MN	Portland, OR	$3,763	$41.48	$1.13
Corn	Fremont, NE	Houston, TX	$2,124	$23.41	$0.59
	Minneapolis, MN	Portland, OR	$3,024	$33.33	$0.85
Soybeans	Council Bluffs, IA	Houston, TX	$2,412	$26.59	$0.72
	Minneapolis, MN	Portland, OR	$3,170	$34.94	$0.95

*A unit train refers to shipments of at least 52 cars. Shuttle train rates are available for qualified shipments of more than 100 cars that meet railroad efficiency requirements.

**Approximate load per car = 100 short tons: corn 56 lbs./bu., wheat & soybeans 60 lbs./bu.

Sources: www.bnsf.com, www.cpr.ca, www.csx.com, www.uprr.com

Table 8--Tariff rail rates for U.S. bulk grain shipments to Mexico, 2005

Effective date: 3/06/06

Commodity	Origin State	Border crossing region	Train size	Rate[1]	Rate/metric ton	Rate/bushel**
Wheat	KS	Brownsville, TX	Shuttle	$2,851	$29.13	$0.79
	ND	Eagle Pass, TX	Unit	$4,086	$41.75	$1.14
	OK	El Paso, TX	Shuttle	$2,235	$22.84	$0.62
	OK	El Paso, TX	Unit	$2,432	$24.85	$0.68
	AR	Laredo, TX	Unit	$2,383	$24.35	$0.66
	IL	Laredo, TX	Unit	$3,188	$32.57	$0.89
	MT	Laredo, TX	Shuttle	$3,980	$40.67	$1.11
	TX	Laredo, TX	Shuttle	$2,165	$22.12	$0.60
	MO	Laredo, TX	Shuttle	$2,731	$27.90	$0.76
	WI	Laredo, TX	Unit	$3,405	$34.79	$0.95
Corn	NE	Brownsville, TX	Shuttle	$3,543	$36.20	$0.92
	NE	Brownsville, TX	Unit	$3623*	$37.02	$0.94
	IA	Eagle Pass, TX	Unit	$3,773	$38.55	$0.98
	MO	Eagle Pass, TX	Shuttle	$3364*	$34.37	$0.87
	NE	Eagle Pass, TX	Shuttle	$3764*	$38.46	$0.98
	IA	Laredo, TX	Shuttle	$3,696	$37.76	$0.96
Soybean	IA	Brownsville, TX	Shuttle	$3,318	$33.90	$0.92
	MN	Brownsville, TX	Shuttle	$3,614	$36.93	$1.00
	NE	Brownsville, TX	Shuttle	$3,127	$31.95	$0.87
	NE	Eagle Pass, TX	Shuttle	$3,203	$32.73	$0.89
	IA	Laredo, TX	Unit	$3,357	$34.30	$0.93

A unit train refers to shipments of at least 52 cars. Shuttle train are available for qualified shipments of more than 100 cars that meet railroad efficiency requirements.

[1]Rates are based upon published tariff rates for high-capacity rail cars.

*High-capacity rate not available, rate estimated using published low-capacity tariff rate x 1.08

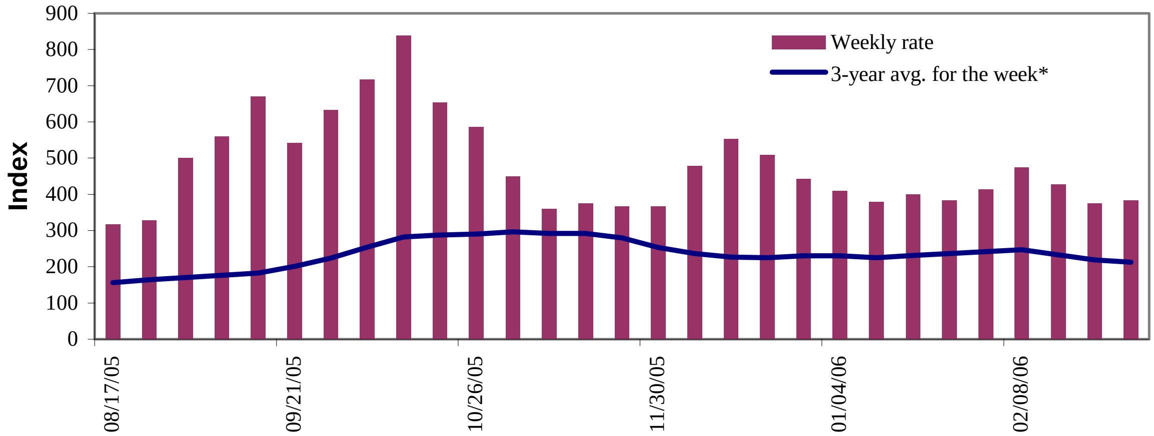
**Approximate load per car = 97.87 metric tons: Corn 56 lbs/bu, Wheat & Soybeans 60 lbs/bu

Sources: www.bnsf.com, www.uprr.com

Barge Transportation

Figure 5

Illinois River barge rate index - quotes



Note: Index = percent of tariff rate; *4-week moving average

Source: Transportation & Marketing Programs/AMS/USDA

The **Illinois River barge rate index** averaged 183 percent of the **benchmark tariff rates** between 1999 and 2001, based on weekly market quotes. The **index**, along with **rate quotes** and **futures market** bids are indicators of grain transport supply and demand.

Table 9--Barge rate quotes: southbound barge freight

Location	3/1/2006	2/22/2006	April '06	June '06
Twin Cities	n/a	n/a	396	386
Mid-Mississippi	383	n/a	362	353
Illinois River	384	375	351	342
St. Louis	328	342	313	307
Lower Ohio	309	303	304	305
Cairo-Memphis	282	289	291	299

Index = percent of tariff, based on 1976 tariff benchmark rate

Source: Transportation & Marketing Programs/AMS/USDA

Calculating barge rate per ton:
(Index * 1976 tariff benchmark rate per ton)/100

Select applicable index from market quotes included in tables on this page. The 1976 benchmark rates per ton are provided in map (see figure 6).

Note: The Illinois barge rate is for Beardstown, IL, La Grange Lock & Dam (L&D 8).

Figure 6

Benchmark tariff rates

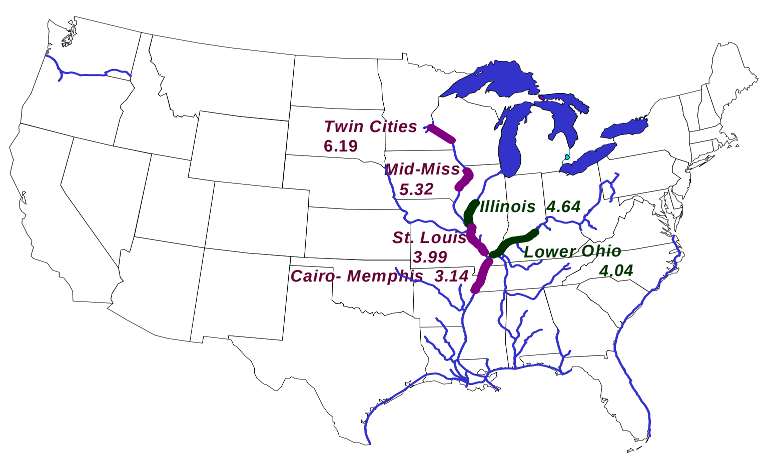
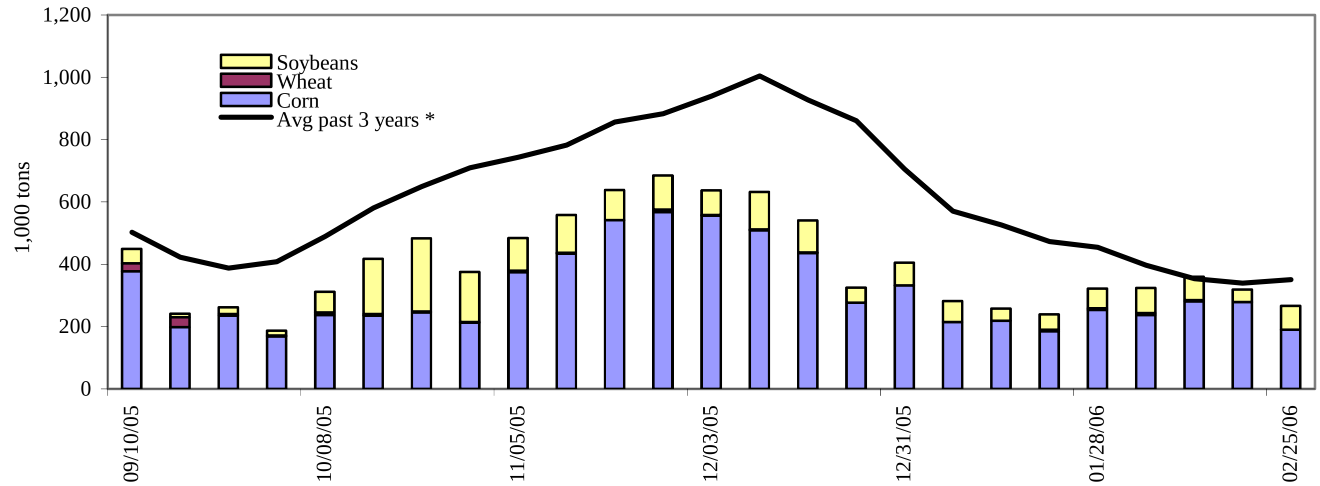


Figure 7

Barge movements on the Mississippi River (Locks 27 - Granite City, IL)



* 4-week moving average

Source: Transportation & Marketing Programs/AMS/USDA

Table 10--Barge grain movements (1,000 tons)

Week ending 2/25/2006	**Corn**	**Wheat**	**Soybean**	**Other**	**Total**
Mississippi River					
Rock Island, IL (L15)	0	0	0	0	0
Winfield, MO (L25)	0	0	1	0	1
Alton, IL (L26)	189	0	85	0	273
Granite City, IL (L27)	190	0	77	0	268
Illinois River (L8)	126	0	74	0	200
Ohio River (L52)	154	1	80	0	235
Arkansas River (L1)	0	20	35	20	75
2006 YTD	3,135	166	1,189	173	4,663
2005 YTD	2,777	222	1,576	137	4,712
2006 as % of 2005 YTD	113	75	75	126	99
Total 2005	23,761	1,620	7,276	731	33,388

YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1; "Other" refers to oats, barley, sorghum, and rye.

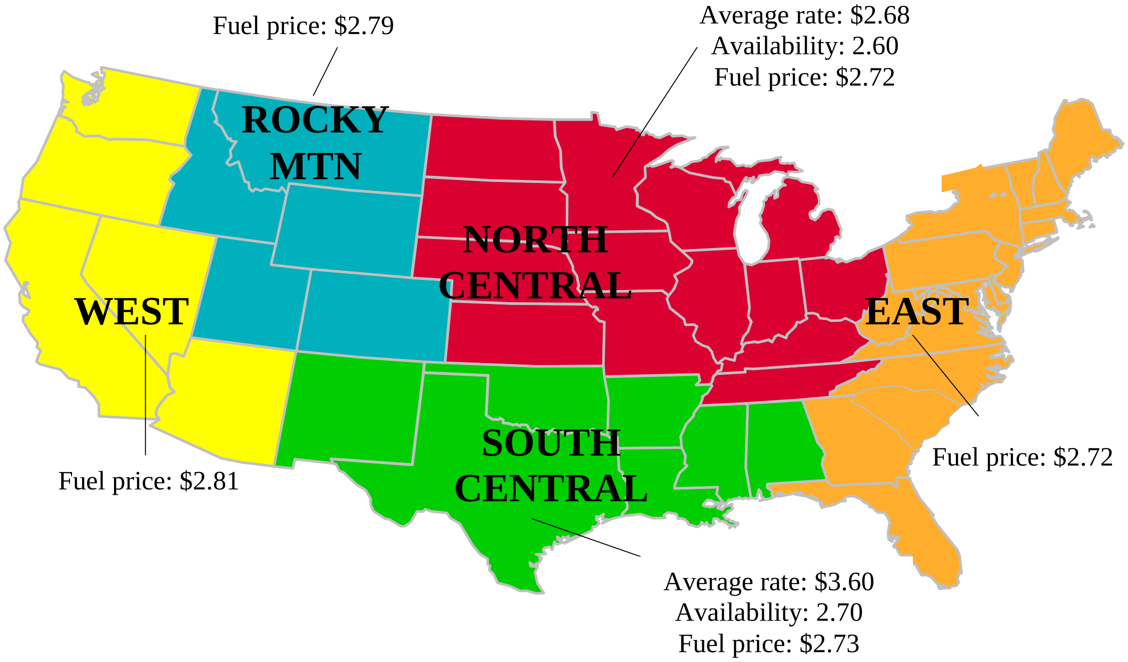
Source: U.S. Army Corp of Engineers (www.mvr.usace.army.mil/mvrimi/omni/webrpts/default.asp)

Note: Total may not add exactly, due to rounding

Truck Transportation

Figure 8

U.S. grain truck market advisory, 4th quarter 2005*



*Average rate per loaded mile, based on truck rates for trips of 25, 100, and 200 miles
Note: Fuel prices are a quarterly average (unit per gallon)
Fuel price data source: Energy Information Administration, U.S. Department of Energy, www.eia.doe.gov

Table 11--U.S. grain truck market overview, 4th quarter 2005

Region	25 miles	100 miles	200 miles	Truck availability	Truck activity	Future truck activity
				Rating compared to same quarter last year		
	[1]Rate per mile			1=Very easy to 5=Very difficult	1=Much lower to 5=Much higher	
National average[2]	**3.31**	**2.46**	**2.26**	**2.6**	**2.9**	**2.9**
North Central region	3.23	2.51	2.29	2.6	3.0	3.0
Rocky Mountain	4.58	2.35	1.95	2.8	3.0	3.0
South Central	3.00	2.42	2.39	2.7	2.5	2.7
West	n/a	n/a	n/a	2.0	3.5	3.0

[1]Rates are based on trucks with 80,000 lb gross vehicle weight limit
[2]National average includes: AL, AR, CO, IA, ID, IL, IN, KS, LA, MN, MO, MS, MT, ND, NE, OH, OK, OR, SD, TX, WA, WI, and WY.
Source: Transportation and Marketing Programs/AMS/USDA

The **weekly diesel price** provides a proxy for trends in U.S. truck rates. Diesel fuel is a significant expense for truck grain movements, accounting for 37 percent of the estimated variable cost.

Table 12--Retail on-highway diesel prices*, week ending 3/6/06 (US$/gallon)

			Change from	
Region	**Location**	**Price**	**Week ago**	**Year ago**
I	East Coast	2.571	0.078	0.408
	New England	2.656	0.063	0.368
	Central Atlantic	2.682	0.089	0.402
	Lower Atlantic	2.516	0.075	0.414
II	Midwest[1]	2.500	0.083	0.387
III	Gulf Coast[2]	2.499	0.056	0.399
IV	Rocky Mountain	2.545	0.036	0.316
V	West Coast	2.711	0.088	0.261
	California	2.739	0.051	0.331
Total	U.S.	2.545	0.074	0.377

*Diesel fuel prices include all taxes.

Source: Energy Information Administration/U.S. Department of Energy (www.eia.doe.gov)

[1]Same as North Central

[2]Same as South Central

Grain Exports

Table 13--U.S. export balances (1,000 metric tons)

	Wheat						Corn	Soybeans	Total
Week ending 1/	HRW	SRW	HRS	SWW	DUR	All wheat			
2/23/2006	1,579	375	1,020	674	156	3,804	8,935	3,406	16,145
This week year ago	1,637	328	1,373	485	112	3,935	6,950	3,691	14,576
Cumulative exports-crop year 2/									
2005/06 YTD	8,300	1,545	5,805	3,178	584	19,412	23,339	16,196	58,947
2004/05 YTD	7,219	2,810	6,020	3,923	466	20,437	22,564	21,405	64,406
2005/06 as % of 2004/05	115	55	96	81	125	95	103	76	92
2004/05 Total	9,407	3,217	8,083	4,773	686	26,117	44,953	29,878	100,948
2003/04 Total	12,697	3,785	6,928	4,895	1,053	29,359	47,704	24,108	101,171

Note: YTD = year-to-date. Crop year: wheat = 6/01-5/31, corn & soybeans = 9/01-8/31, 1/ = Current unshipped export sales to date

2/ = Shipped export sales to date

Source: Foreign Agricultural Service/USDA (www.fas.usda.gov)

Figure 9

U.S. grain, unshipped export balance, including wheat, corn, and soybean sales

Source: Foreign Agricultural Service/USDA (www.fas.usda.gov)

Table 14--Select U.S. port regions - grain inspections for export (1,000 metric tons)

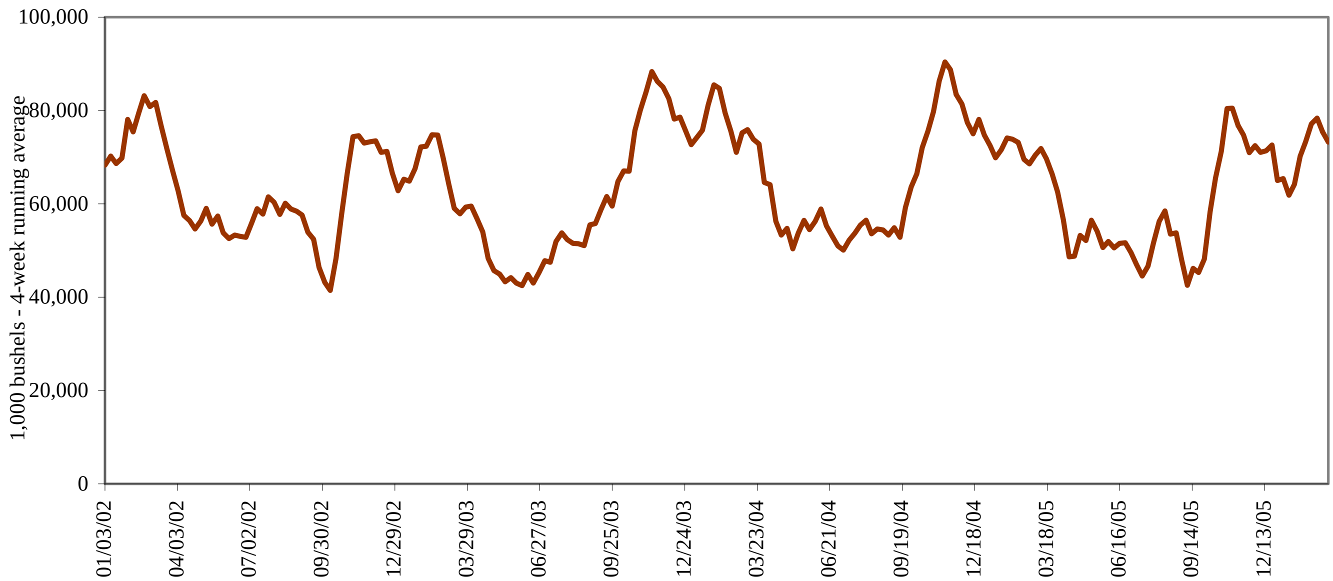
	Pacific Region			Mississippi Gulf			Texas Gulf			Port Region total		
Week ending	Wheat	Corn	Soybeans	Wheat	Corn	Soybeans	Wheat	Corn	Soybeans	Pacific	Mississippi	Texas
03/02/06	224	124	189	46	739	389	144	44	0	537	1,175	188
2006 YTD	2,029	1,477	1,215	785	5,985	4,008	1,550	214	10	4,721	10,778	1,774
2005 YTD	2,052	1,501	1,556	942	4,857	4,821	959	176	6	5,109	10,620	1,140
2006 as % of 2005	99	98	78	83	123	83	162	121	170	92	101	156
2005 Total *	10,801	10,104	6,225	4,643	27,596	14,793	7,743	810	36	27,130	47,032	8,589

Source: Grain Inspection, Packers and Stockyards Aministration/USDA (www.gipsa.usda.gov); YTD: year-to-date; *includes weekly revisions

The United States exports approximately one-quarter of the grain it produces. On average, it includes nearly 45 percent of U.S.-grown wheat, 35 percent of U.S.-grown soybeans, and 20 percent of the U.S.-grown corn. Approximately 55 percent of these U.S. export grain shipments departed through the Mississippi Gulf region in 2004.

Figure 10

U.S. grain inspected for export (wheat, corn, and soybeans)



Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)

Ocean Transportation

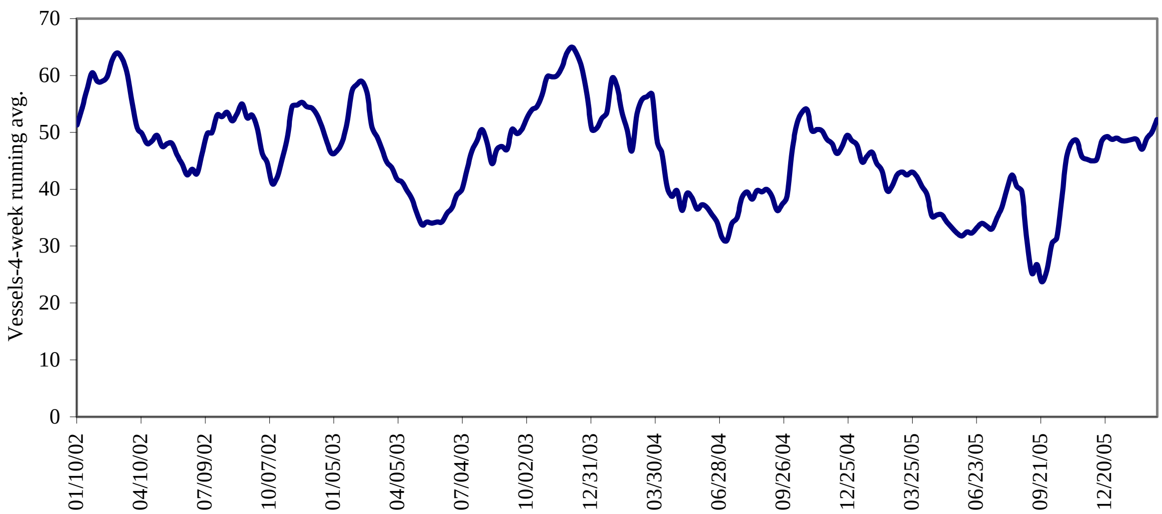
Table 15--Weekly port region grain ocean vessel activity (number of vessels)

Date	Gulf In port	Gulf Loaded 7-days	Gulf Due next 10-days	Pacific Northwest In port	Vancouver B.C. In port
3/2/2006	36	49	61	11	9
2/23/2006	30	47	65	12	8
2005 range	(11..57)	(10..56)	(18..76)	(2..16)	(0..17)
2005 avg.	27	39	53	9	7

Source: Transportation & Marketing Programs/AMS/USDA

Figure 11

Gulf Port grain vessel loading (past 7 days)



Source: Transportation & Marketing Programs/AMS/USDA

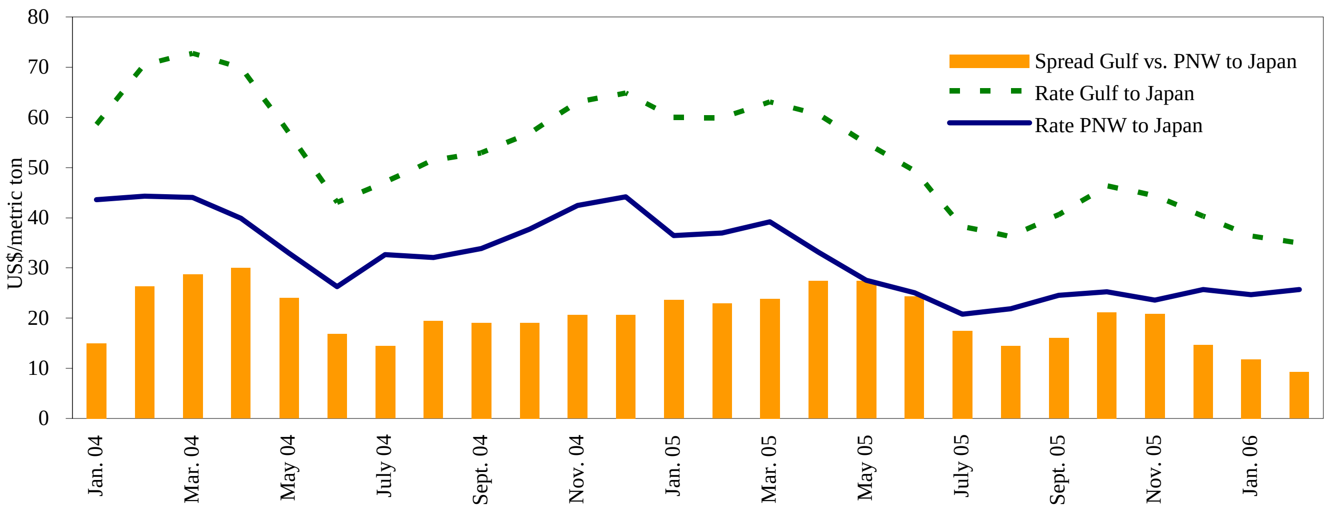
Table 16--Quarterly ocean freight rates (average rates & percentage changes) (US$/metric ton)

Countries/ regions	2005 4th qtr	2004 4th qtr	Percent change	Countries/ regions	2005 4th qtr	2004 4th qtr	Percent change
Gulf to				**Pacific NW to**			
Japan	46.75	60.83	-23	Japan	---	---	---
China		56.35	---	**Argentina/Brazil to**			
N. Africa	31.75	---	---	N. Africa	42.67	---	---
Med. Sea	31.75	---	---	Mediterranean	40.20	---	

Source: Maritime Research, Inc. (www.maritime-research.com)

Figure 12

Grain vessel rates, U.S. to Japan



Source: Baltic Exchange (www.balticexchange.com)

Table 17--Ocean freight rates for selected shipments, week ending 3/4/06

Export region	Import region	Grain	Month	Volume loads (metric tons)	Freight rate ($/metric ton)
U.S. Gulf	Japan	Hvy Grain	Jan 25/Feb 5	54,000	37.45
U.S. Gulf	China	Hvy Grain	Feb 1/10	55,000	32.00
U.S. Gulf	China	Hvy Grain	Feb 20/28	55,000	31.00
U.S. Gulf	N. China	Hvy Grain	Feb 20/28	55,000	29.75
United Kingdom	Thailand	Wheat	Feb 25/Mar 10	42,000	21.50
PNW	Pakistan*	Soybeans	Feb 16/27	10,000	59.45
PNW	Saudi Arabia	Barley	Feb 1/5	55,000	27.00
Brazil	N. China	Hvy Grain	Feb 10/18	58,000	27.50
River Plate	Spain	Grains	Jan 25/Feb 10	45,000	29.00
River Plate	Poland	Grains	Feb 21/26	30,000	36.00

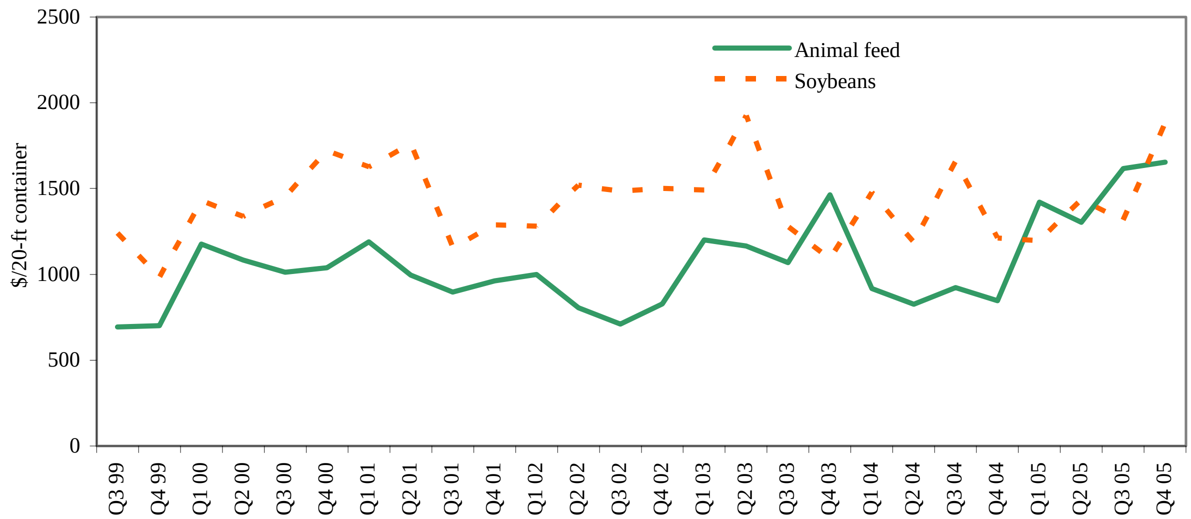
Rates shown are for metric ton (2,204.62 lbs. = 1 metric ton), F.O.B., except where otherwise indicates; op = option

*75 percent of food aid from the United States is required to be shipped on U.S. flag vessels. The vessels are limited in availability resulting in higher rates. In addition, destinations receiving food aid generally lack adequate port unloading facilities, requiring the vessel to remain in port for a longer duration than normal.

Source: Maritime Research Inc. (www.maritime-research.com)

Figure 13

Weighted average rates[1] for containerized shipments of animal feed and soybeans to selected Asian countries



[1]Animal Feed: Busan-Korea (12%), Kaohsiung-Taiwan (34%), Tokyo-Japan (35%), Hong Kong (13%), Bangkok-Thailand (6%) and soybeans: Busan-Korea (1%), Keelung-Taiwan (89%), Tokyo-Japan (8%), Bangkok-Thailand (1%), Hong Kong (1%) Quarter 4, 2005.

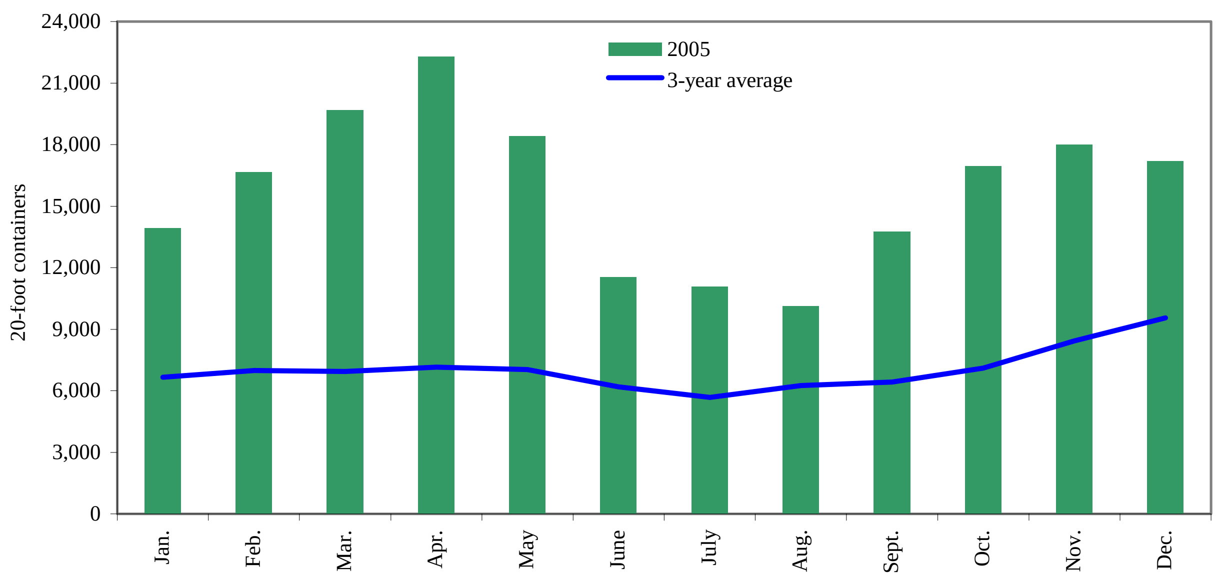
Source: Ocean Rate Bulletin, Transportation & Marketing Programs/AMS/USDA

Container ocean freight rates – average rate per twenty-foot equivalent unit (TEU) weighted by shipping line market share and trade route.

During 2004, containers were used to transport 2 percent of total U.S. grain exported, and 3 percent of total U.S. grain exported to Asia.

Figure 14

Monthly shipments of containerized grain to Asia for 2005 compared with a 3-year average

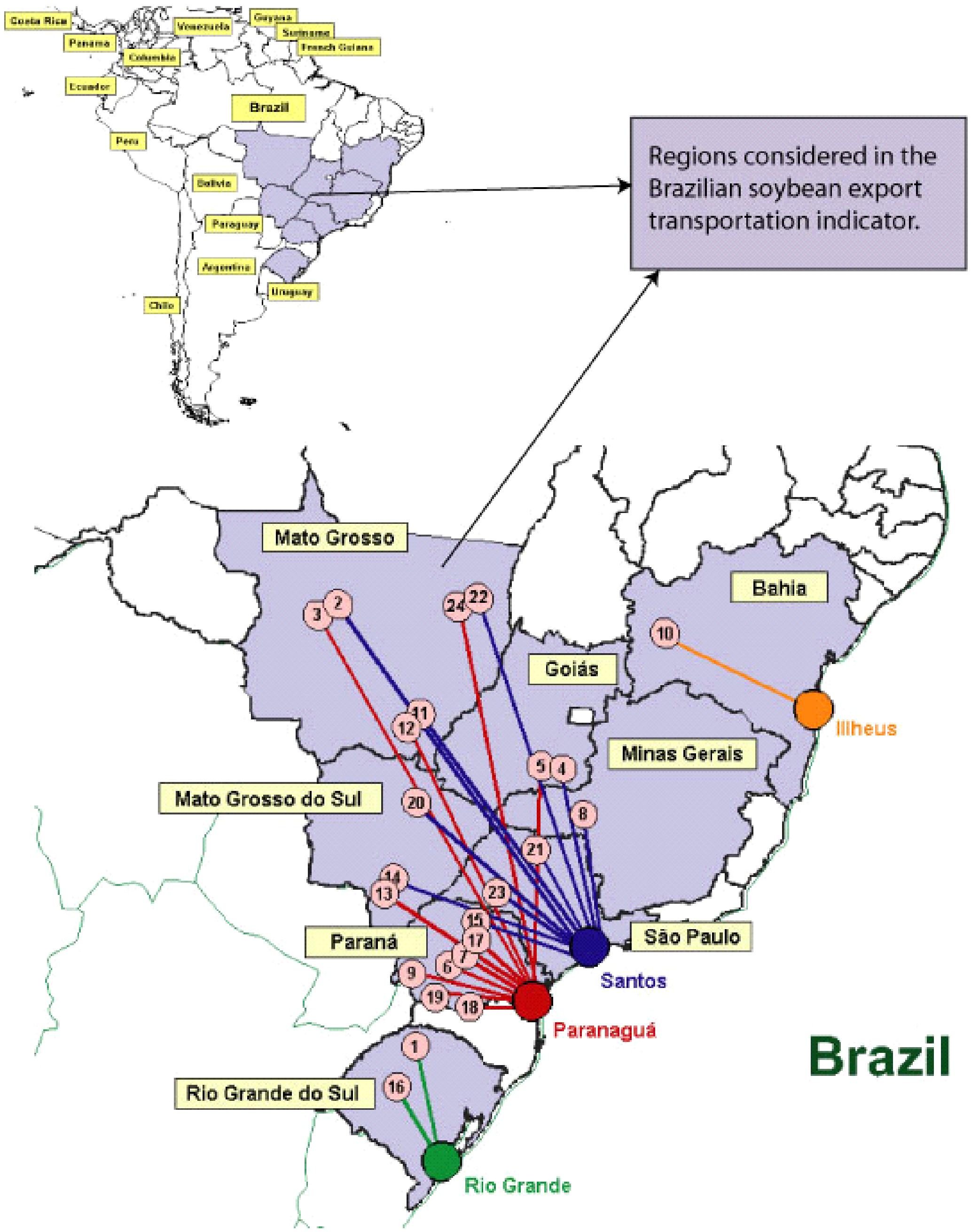


Source: Port Import Export Reporting Service (PIERS), *Journal of Commerce*

Note: PIERS data is available with a lag of approximately 40 days

Brazil Transportation

Figure 15
Routes and Regions considered in the Brazilian soybean export transportation indicator[1]



[1]Regions comprised 84 percent of Brazilian soybean production, 2003
Source: ESALQ/USP (University of São Paulo, Brazil) and USDA/AMS

Table 18--Truck rates for selected Brazilian soybean export transportation routes, 3rd quarter 2005

Route #	Origin[1] (reference city)	Destination	Distance (miles)[2]	Weight(%)[3]	Freight price (per 100 miles)[4]
1	Northwest RS[5](Cruz Alta)	Rio Grande	288	16.6	4.39
2	North MT(Sorriso)	Santos	1190	10.1	6.99
3	North MT(Sorriso)	Paranaguá	1262	9.5	6.39
4	South GO(Rio Verde)	Santos	587	7.0	7.13
5	South GO(Rio Verde)	Paranaguá	726	5.6	5.60
6	North Center PR(Londrina)	Paranaguá	268	4.4	8.49
7	Western Center PR(Mamborê)	Paranaguá	311	3.9	5.88
8	Triangle MG(Uberaba)	Santos	339	3.8	9.93
9	West PR(Assis Chateaubriand)	Paranaguá	377	3.7	5.95
10	West Extreme BA(São Desidério)	Ilhéus	544	3.6	7.56
11	Southeast MT(Primavera do Leste)	Santos	901	3.6	6.76
12	Southeast MT(Primavera do Leste)	Paranaguá	975	3.3	6.14
13	Southwest MS(Maracaju)	Paranaguá	612	3.1	5.69
14	Southwest MS(Maracaju)	Santos	652	2.9	5.66
15	West PR(Assis Chateaubriand)	Santos	550	2.5	5.65
16	Western Center RS(Tupanciretã)	Rio Grande	273	2.4	5.60
17	Southwest PR(Chopinzinho)	Paranaguá	291	2.3	8.34
18	Eastern Center PR(Castro)	Paranaguá	130	2.3	9.53
19	South Center PR(Guarapuava)	Paranaguá	204	2.1	8.32
20	North Center MS(São Gabriel do Oeste)	Santos	720	2.0	5.25
21	Ribeirão Preto SP(Guairá)	Santos	314	1.5	7.98
22	Northeast MT(Canarana)	Santos	950	1.4	7.62
23	Assis SP(Palmital)	Santos	285	1.2	8.01
24	Northeast MT(Canarana)	Paranaguá	1075	1.2	6.72
	Average		**626**	**100**	**6.48**

[1]Although each origin region comprises several cities, the main city is considered as a reference to establish the freight price

[2]Distance from the main city of the considered region to the mentioned ports

[3]The weight is directly proportional to the amount of production in each region

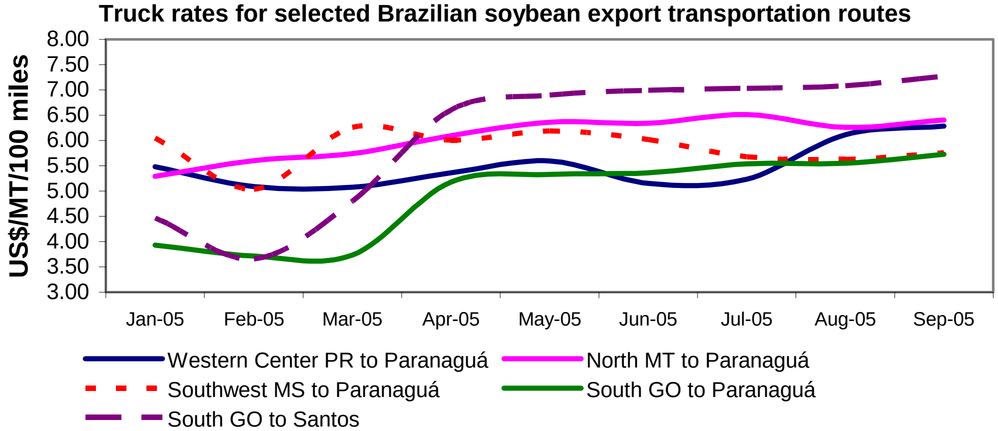
[4]US$ per metric ton (average monthly exchange rate from "Banco Central do Brasil" was used to convert Brazilian reais to the U.S. dollar)

[5]RS = Rio Grande Do Sul, MT= Mato Grosso, GO = Goiás, PR = Paraná, MG = Minas Gerais, BA = Bahia, MS = Mato Grosso Do Sul, SP = São Paulo

Source: ESALQ/USP (University of São Paulo, Brazil) and USDA/AMS

Figure 16

Truck rates for selected Brazilian soybean export transportation routes



Source: ESALQ/ USP (University of São Paulo, Brazil) and USDA/AMS

Table 19--Monthly Brazilian soybean export truck transportation cost index

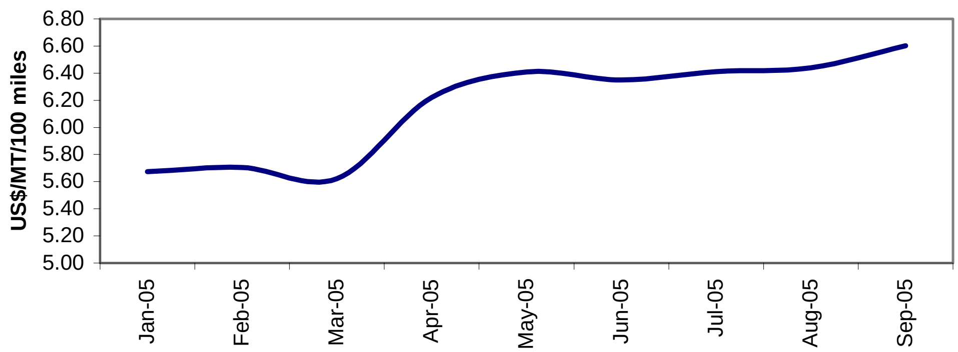
Month	Freight price* (per 100 miles)	Index variation (%) (Base: prior month)	Index value (Base: Jan. 05 = 100)
Jan. 05	5.67		100.00
Feb. 05	5.71	0.5	100.54
Mar. 05	5.62	-1.5	99.08
Apr. 05	6.22	10.6	109.61
May 05	6.41	3.1	112.96
Jun. 05	6.35	-0.9	111.90
Jul. 05	6.41	1.0	112.99
Aug. 05	6.44	0.4	113.46
Sep. 05	6.60	2.5	116.36

*weighted average and quoted in US$ per metric ton

Source: ESALQ/USP (University of São Paulo, Brazil) and USDA/AMS

Figure 17

Brazilian soybean export truck transportation weighted average prices, 2005



Source: ESALQ/USP (University of São Paulo, Brazil) and USDA/AMS

Table 20--Quarterly ocean freight rates for shipping soybeans from selected Brazilian ports to Hamburg, Germany (US$/metric ton)*

Ports	2005 1st qtr	2005 2nd qtr	2005 3rd qtr
Santos	45.53	45.84	44.54
Paranagua	44.64	44.84**	43.54
Rio Grande	44.20	44.39	43.04

*correspond to the average actual values negotiated between shippers and carriers and weighted according to the magnitude of the shipped volumes

Source: Sistema de Informações de Fretes, SIFRECA, ESALQ/USP (University of São Paulo, Brazil)

**Revised figure

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Related Websites

Agricultural Container Indicators	http://www.ams.usda.gov/tmd2/agci/
Ocean Rate Bulletin	http://www.ams.usda.gov/tmd/Ocean/index.asp